
CHAPTER 2

COMMENTS AND RESPONSES

CHAPTER 2 COMMENTS AND RESPONSES

Written comments received on the DeWitt Government Center Facility Plan Draft EIR include:

Letter	Author	Date
Letter A	State Clearinghouse	11/12/03
Letter B	Caltrans Office of Regional Planning	11/24/03
Letter C	Caltrans Division of Aeronautics	10/29/03
Letter D	Placer County Transportation Planning Agency	11/07/03
Letter E	Placer County Planning Department	11/10/03
Letter F	Placer County Department of Public Works	11/07/03
Letter G	Auburn Area Recreation and Park District	11/13/03
Letter H	Placer County Department of Health and Human Services	10/10/03

One public hearing was held during a regularly scheduled North Auburn Municipal Advisory Committee meeting to receive comments on the Draft EIR. Comments were received from one committee member. Those comments and responses to them are documented following Letter H, and labeled "Comments Received at Public Hearing."



Gray Davis
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse



Tal Finney
Interim Director

November 12, 2003

Dennis Salter
Placer County Facility Services Department
11476 C Avenue
Auburn, CA 95603

Subject: DeWitt Government Center Facility Plan (2003-2010)
SCH#: 2002122071

Dear Dennis Salter:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on November 10, 2003, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts
Director, State Clearinghouse

Enclosures
cc: Resources Agency

A-1

**Document Details Report
State Clearinghouse Data Base**

SCH# 2002122071
Project Title DeWitt Government Center Facility Plan (2003-2010)
Lead Agency Placer County Facility Services Department

Type EIR Draft EIR
Description The proposed project includes four construction projects, building and facilities demolition. The construction projects include +/- 190,000 square feet of office buildings and +/- 22,500 square feet of health center and emergency shelter. All projects are located at the DeWitt Government Center, the center of government services for Placer County.

Lead Agency Contact

Name Dennis Salter
Agency Placer County Facility Services Department
Phone 530.886.4900 **Fax**
email
Address 11476 C Avenue
City Auburn **State** CA **Zip** 95603

Project Location

County Placer
City Auburn
Region
Cross Streets Atwood Road, Bell Road, Richardson Drive, First Street
Parcel No. 051-120-06, -10, -13, -42
Township 16N **Range** 8E **Section** 32 **Base** Auburn

Proximity to:

Highways SR-49
Airports Auburn Municipal Airport
Railways Union Pacific
Waterways Rock Creek and North Ravine, Kemper Canal, Ophir Canal, Combie 3 Canal
Schools Auburn Elementary School
Land Use Mixed Use
zone designations: OS (Open Space); OP-DR-DC (Office & Professional-Development Reserve-Design Review Scenic Corridor); C3-DC (Heavy Commercial-Design Review Scenic Corridor); CPD-DC (Commercial Planned District-Design Review Scenic Corridor)

Project Issues Air Quality; Archaeologic-Historic; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Landuse; Aesthetic/Visual; Wetland/Riparian; Wildlife; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 2; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Integrated Waste Management Board; Regional Water Quality Control Bd., Region 5 (Sacramento); Department of Toxic Substances Control; Caltrans, Division of Aeronautics; Caltrans, District 3; California Highway Patrol; Native American Heritage Commission; State Lands Commission

Date Received 09/25/2003 **Start of Review** 09/26/2003 **End of Review** 11/10/2003

Note: Blanks in data fields result from insufficient information provided by lead agency.

RESPONSES TO COMMENT LETTER A

Submitted by: Terry Roberts, Director
Governor's Office of Planning and Research
State Clearinghouse

- A-1.** This letter acknowledges compliance with State Clearinghouse review requirements for submission of the DeWitt Government Center Facility Plan Draft EIR to state agencies. The agencies that received copies of the Draft EIR through the State Clearinghouse are listed on the datasheet accompanying this Comment Letter, and are listed in Section 1.2 of this Final EIR. The comment cites CEQA law regarding public agency comments on Draft EIRs. The comment also indicates that the State Clearinghouse received comments from a state agency (Caltrans) and that those comments are enclosed with this letter. Two Caltrans comment letters were submitted directly to the Lead Agency, and are included in this Final EIR as Comment Letters B and C.

Comment Letter A does not specifically comment on the content of the Draft EIR. No response or revision to the Draft EIR is necessary.

DEPARTMENT OF TRANSPORTATION

DISTRICT 3, SACRAMENTO AREA OFFICE

Venture Oaks -MS 15

P.O. BOX 942874

SACRAMENTO, CA 94274-0001

PHONE (916) 274-0638

FAX (916) 274-0648

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November 24, 2003

03PLA0070

SCH# 2002122071

DeWitt Government Facility Plan

Draft Environmental Impact Report

03PLA049 PM 5.635

Mr. Dennis Salter

Placer County Department of Facility Services

11476 C Avenue

Auburn, CA 95603

Dear Mr. Salter:

Thank you for the opportunity to comment on the DeWitt Government Facility Plan project. Our comments are as follows:

- The proposed project site is located west of State Route (SR) 49 between Atwood and Bell Roads. The facilities site is on a geographic knoll at an approximate elevation of 1400 feet AMSL. The site is located within the Rock Creek and North Ravine watershed tributary areas. The development of this site will increase impervious surface area through the construction of roads, driveways, buildings, etc. with a corresponding increase in surface water (storm water) runoff. This project will decrease surface water detention, retention and infiltration. Any cumulative impacts to Caltrans drainage facilities, bridges, or other State facilities arising from effects of development on surface water runoff discharge from the peak (100-year) storm event should be minimized through project drainage mitigation measures. According to the document provided (Chapter 11 Hydrology and Water Quality) construction will include expansion of the existing stormwater detention basin located on the west end of the site. The submittal indicates the expansion will be sufficient to reduce post construction storm water runoff to below preconstruction levels.
- Increases in peak runoff discharge for the 100-year return storm event to the State's highway right of way and to Caltrans' highway drainage facilities must be reduced to at or below the preconstruction levels. All runoff from the project area that will enter the State's highway right of way and Caltrans' highway drainage facilities must meet all Regional Water Quality Control Board water quality standards. The cumulative effects on drainage due to development within the region should be considered in the overall development plan of this area.

B-1

B-2

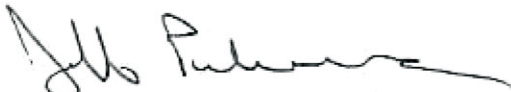
B-3

B-4

- Runoff from the proposed project that will enter the State's highway right of way and/or Caltrans drainage facilities must meet all Central Valley Regional Water Quality Control Board water quality standards prior to entering the State's highway right of way or Caltrans drainage facilities. Appropriate stormwater quality BMPs (i.e., oil/water separators, clarifiers, infiltration systems, etc.) may be applied to ensure that runoff from the site meets these standards (i.e., is free of oils, greases, metals, sands, sediment, etc.). Once installed, the property owner must properly maintain these systems. B-5
- No detailed drainage plans, drawings or calculations, hydrologic/hydraulic study or report, or plans showing the "pre-construction" and "post-construction" coverage quantities for buildings, streets, parking, etc. were received with the application package. The site plan for the proposed project shows a single "Detention Basin" is planned for the southeast corner of the project site. The proponents should provide calculations and design plans showing the adequacy of this basin to adequately mitigate for increases in runoff and degradation of water quality. In order to adequately evaluate project impacts upon the State's right of way and Caltrans drainage facilities, we recommend that you request these documents from the project proponent and send them to the above address for review and comment prior to final project approval. B-6

Please provide Caltrans with a copy of any further actions regarding this project. If you have any questions regarding these comments, please contact Cathy Chapin at (916) 274-0640.

Sincerely,



JEFFREY PULVERMAN, Chief
Office of Regional Planning

cc: Scott Morgan, State Clearinghouse

RESPONSES TO COMMENT LETTER B

Submitted by: Jeffery Pulverman, Chief
California Department of Transportation Office of Regional Planning

B-1. The comment summarizes the proposed project and its location. The comment states that the project will “decrease surface water detention, retention, and infiltration” by increasing the amount of impervious surfaces at the project site. The comment refers to discussion in Chapter 11 of the Draft EIR regarding the proposed expansion of the existing stormwater detention basin. The comment indicates that this basin is located on the “west end” of the site. To clarify, the detention basin is located at the west end of the Auburn Justice Center site, not the west end of the DeWitt Center Study Area. Refer to Figure 11-2 of the Draft EIR for the locations of detention basins and ponds in the project vicinity, and Figure 2-5 for individual project sites within the DeWitt Center Study Area.

B-2. The comment indicates that all increases in peak runoff discharge to any Caltrans facilities or rights-of-way from the 100-year storm event must be mitigated. State Route 49 is the nearest Caltrans facility, located approximately one-half mile east of DeWitt Center. Runoff from the project site into the Rock Creek watershed could affect State Route 49, while runoff into the North Ravine watershed would not affect State Route 49. Runoff into the Rock Creek watershed comes from only 5.2 acres of the proposed Land Development Building site. A detention basin is proposed for the Land Development Building site to avoid any increases in the peak rate of runoff from these 5.2 acres, thus mitigating any potential impacts to the portion of State Route 49 that passes through the Rock Creek watershed. Table 11.2 of the Draft EIR indicates that peak runoff flows from the 5.2-acre portion of the Land Development Building site for a 100-year storm are currently 12 cubic feet per second and would be reduced to 6 cubic feet per second after building construction and creation of the proposed detention basin.

As shown in Figure 11-1, the hydrology of the area is such that most runoff from DeWitt Center will flow to the south and southwest in the North Ravine watershed. The proposed project includes expansion of the existing onsite stormwater detention basin in this watershed to reduce the peak rate of runoff from the project site. Table 11.2 provides a summary of peak flows for pre- and post-construction conditions. This table shows that under the “COMB” (combined) scenario, peak runoff flows in the North Ravine watershed are currently 138 cubic feet per second, and would be reduced to 105 cubic feet per second following construction and expansion of the DeWitt Center Detention Basin. Therefore, any potential impacts to Caltrans facilities in the North Ravine watershed, such as State Route 193, located approximately three miles south of the project site, would be mitigated.

B-3. This comment states that any water entering a State highway right-of-way or Caltrans drainage facility must meet all Regional Water Quality Control Board standards. The Draft EIR discusses water quality standards in Impact 11.1 and Impact 11.3. Mitigation measures associated with these impacts require the County to implement Best Management Practices during construction to control erosion and sedimentation of drainageways, to prepare and implement a Stormwater Pollution Prevention Plan for every construction phase, and to prepare and implement a post-development

Stormwater Management Plan that will meet with the NPDES Phase II requirements. This Stormwater Management Plan must include measures for ongoing maintenance of stormwater quality Best Management Practices. Implementation of these measures will ensure that runoff water quality is not degraded by the proposed project.

- B-4.** The Draft EIR evaluates cumulative impacts on hydrology and water quality throughout the Auburn/Bowman Community Plan area in Chapter 16. This analysis finds that the proposed detention of stormwater runoff would minimize the proposed project's contribution to cumulative impacts.
- B-5.** This comment expands on the water quality requirements mentioned in Comment B-3. Refer to the response to Comment B-3 for a discussion of water quality impacts and mitigation measures addressed in the Draft EIR.
- B-6.** The comment states that the Draft EIR does not contain drawings, calculations, hydrologic studies or reports, or site plans showing pre- and post-construction coverage quantities. The comment is correct that this information is not provided in the text of Chapter 11 of the Draft EIR, however Appendix F of the Draft EIR does provide analysis of pre- and post-development stormwater drainage and the need for detention of runoff, including some drawings and site plans. Calculations of peak flow rates for the overall project as well as each watershed subbasin were developed using the U.S. Army Corps of Engineers HEC-1 computer program. This comment also states that the proposed project shows a single "detention basin" planned for the southeast corner of the project site. This statement is incorrect. The project site currently supports two detention basins, one immediately south of the Main Jail, which is referred to in the Draft EIR as the Atwood Road Detention Pond, and a newer basin west of the jail, referred to as the DeWitt Center Detention Basin. The proposed project includes expansion of the DeWitt Center Detention Basin. No changes to the Atwood Road Detention Pond are proposed, although this pond would still provide detention of runoff from the 9 acres immediately adjacent to the pond. Additionally, a third detention basin is proposed near the northern DeWitt Center boundary at Bell Road. This is proposed to consist of two separate ponds connected by an 18" drain line and would provide 13,000 cubic feet of storage for the 100-year storm, as described on page 11-19 of the Draft EIR.

DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS – M.S.#40

1120 N STREET

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SACRAMENTO, CA 94273-0001

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2003 NOV -5 PM 1:30

October 29, 2003

Mr. Dennis Salter
Placer County Department of Facility Services
11476 C Avenue
Auburn, CA 95603

Dear Mr. Salter:

Re: *Placer County's Draft Environmental Impact Report (DEIR) for De Witt Government Facility Plan (2003-2010); SCH# 2002122071*

The California Department of Transportation, Division of Aeronautics (Department), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The following comments are offered for your consideration.

1. The proposal involves demolition of existing buildings and facilities and construction of four new projects at the De Witt Government Center. Construction projects include approximately 190,000 square feet of office buildings and 22,500 square feet of health center and emergency shelter. The De Witt Government Center is located approximately 6,000 feet southwest of Auburn Municipal Airport and is subject to aircraft overflights. C-1
2. As discussed in the DEIR, the project site is located within several safety zones as designated by the Placer County Airport Land Use Commission's (ALUC) Airport Land Use Compatibility Plan (ALUCP). In accordance with Public Utilities Code (PUC) Section 21676, the proposal must be consistent with the ALUCP. We have also reviewed and we concur with comments expressed in the December 13, 2002 ALUC staff report (DEIR Appendix A). The proposal should also be coordinated with airport staff to ensure that the projects will be compatible with future as well as existing airport operations. C-2
3. According to the DEIR, the justice complex will include construction of a 160-foot radio communication tower. The Federal Aviation Administration (FAA) pursuant to Federal Aviation Regulations Part 77 may require a Notice of Proposed Construction or Alteration (Form 7460-1) for this tower and other proposed structures that have the potential to penetrate an airport imaginary surface. For further technical information, please refer to the FAA's web site at <http://www1.faa.gov/ats/ata/ATA400/ceaaa.html>. C-3
4. For future reference, CEQA, Public Resources Code 21096, requires the Department's Airport Land Use Planning Handbook (Handbook) be utilized as a resource in the preparation of environmental documents for projects within an airport land use compatibility plan boundaries or if such a plan has not been adopted, within two nautical miles of an airport. The Handbook is a resource that should be applied to all public use airports. The Handbook is published on-line at <http://www.dot.ca.gov/hq/planning/aeronaut/htmlfile/landuse.html>. C-4

Mr. Dennis Salter
October 29, 2003
Page 2

5. The need for compatible and safe land uses near airports in California is both a local and a state issue. We strongly feel that the protection of airports from incompatible land use encroachment is vital to California's economic future. Airport land use commissions and airport land use compatibility plans, however, are key to protecting an airport and the people residing and working in the vicinity of an airport.

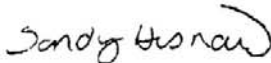
C-5

These comments reflect the areas of concern to the Department's Division of Aeronautics with respect to airport-related noise and safety impacts and regional airport land use planning issues. We advise you to contact our district office concerning surface transportation issues.

C-6

Thank you for the opportunity to review and comment on this proposal. If you have any questions, please call me at (916) 654-5314.

Sincerely,



SANDY HESNARD
Aviation Environmental Planner

c: State Clearinghouse
Auburn Municipal Airport
Placer County ALUC

RESPONSES TO COMMENT LETTER C

Submitted by: Sandy Hesnard
Aviation Environmental Planner
California Department of Transportation
Division of Aeronautics

C-1. The comment states that the Division of Aeronautics reviewed the Draft EIR with respect to airport-related noise and safety impacts, as well as regional aviation land use planning. The comment also describes the project proposal and location in proximity to the Auburn Municipal Airport and states that DeWitt Center is subject to aircraft overflights. The Draft EIR recognizes this fact on pages 2-11, 8-6 through 8-9 (in the descriptions of existing noise conditions in the project area), 8-12, and 14-12. Additional references to the exposure of the project site to overflights have been added to pages 2-25 and 4-12.

C-2. The commentor describes the project proposal in relation to the Airport Land Use Compatibility Plan (Airport Compatibility Plan). The commentor agrees with the content of the ALUC staff report contained in Appendix A of the Draft EIR, which was submitted to the Lead Agency as a comment on the Notice of Preparation for this EIR. The ALUC staff report addresses issues of noise, safety (land use intensity, airspace protection, and overflights), and potential for lighting impacts on air travel. These issues were all evaluated in the Draft EIR. Comment Letter D included in this Final EIR provides the ALUC comments on the Draft EIR.

The commentor also concurs with the need for ALUC review of the project. Pages 2-11, 2-15, 2-22, 2-25, 2-31, 4-12, 4-27/4-28, 6-33, and 14-12 of the Draft EIR have been revised to clarify the requirement for ALUC review of the project and document the process by which the review will occur. An example of text added to specify this requirement states:

“The adopted Airport Land Use Compatibility Plan requires that the Airport Land Use Commission make a determination of the project’s consistency with applicable provisions of the compatibility plan.”

C-3. The comment states that the proposed project includes a 160-foot tall communications tower, and that the height of this tower may require completion of Federal Aviation Administration (FAA) review form 7460-1, Notice of Proposed Construction or Alteration, relevant to structures that could intrude into an airport’s designated airspace. Completion of this FAA form and the FAA review process is discussed in the text added to pages 4-27/4-28, 6-33, and 14-12 of the Draft EIR. FAA form 7460-1 was submitted to the FAA Western-Pacific Regional Office on 08 December 2003.

The Federal Communications Commission Wireless Telecommunications Bureau website (<http://wireless.fcc.gov>) provides a link an online slope/elevation calculator (TOWAIR) to determine if an antenna structure must be registered with the FAA. According to this calculator, the location/elevation of the proposed tower excludes it from the need for FAA registration.

- C-4.** The comment provides a reference to the Department of Transportation Land Use Planning Handbook (Handbook). The EIR preparer has reviewed the Handbook, especially chapters 4 (ALUC Review of Local Actions), 5 (Responsibilities of Local Agencies), and 9 (Establishing Airport Safety Compatibility Policies). With the addition of text regarding the need for ALUC and FAA review of the proposed project, as identified in response to Comment C-2, the Draft EIR is consistent with the requirements and guidelines established in the Handbook. The comment does not identify a need for any specific revisions to the Draft EIR; therefore no additional response is necessary.
- C-5.** The comment states that the protection of airports from encroachment by incompatible land uses is critical to our economy and that this protection can be provided by implementing adopted airport land use compatibility plans. The comment does not specifically comment on the Draft EIR, therefore no response or revision to the DEIR is necessary.
- C-6.** The comment states that this Comment Letter is related only to areas of airport noise and safety, and regional airport land use planning and does not address surface transportation. The Draft EIR was circulated to the California Department of Transportation District 3 Planning office by the State Clearinghouse. No comment letters regarding surface transportation were received.



PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY

RECEIVED
FACILITY SERVICES
2003 NOV 10 AM 10:22

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City of Auburn
SHERRIE BLACKMUN
City of Colfax
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Town of Loomis
KATHY LUND
City of Rocklin
ROCKY ROCKHOLM
City of Roseville
HARRIET WHITE
TED GAINES
Placer County
ROGER IMSDAHL
Citizen Representative
CELIA MCADAM
Executive Director

November 7, 2003

Dennis Salter
Dept. of Facility Services
Placer County
11476 C Avenue
Auburn, CA 95603

RE: DeWitt Government Center Facility Plan -- Draft Environmental Impact Report (DEIR) – Auburn Municipal Airport Compatibility (ALUC#03/04-12)

Dear Mr. Salter,

Thank you for the copy of the DEIR and for citing our Notice of Preparation comments in it (ALUC# 02/03 – 81 dated January 9, 2003).

BACKGROUND

Placer County Transportation Planning Agency (PCTPA)¹ acts as the Airport Land Use Commission (ALUC) for the three public use airports in Placer County - Auburn Municipal, Blue Canyon, and Lincoln Regional. Generally, the ALUC's charge is to ensure that proposed development in an airport's influence area will be compatible with airport activities.

D-1

The Placer County Airport Land Use Compatibility Plan (Airport Compatibility Plan) was adopted in October 2000. This plan establishes land use compatibility criteria and zones based on noise, safety, airspace protection and overflight provisions.

D-2

The DeWitt Center is approximately 1 ¼ miles from the airport. According to the Airport Compatibility Plan, the project site lies within two Auburn Municipal Airport Compatibility Zones:

D-3

- Compatibility Zone C2 (Outer Traffic Pattern) – the northeast portion of the site
- Compatibility Zone D (Other Airport Environs) – remainder of the site

D-4

¹ PCTPA is the regional transportation planning agency for Placer County and Auburn, Colfax, Lincoln, Loomis, Rocklin, and Roseville.

The boundary between these two compatibility zones appears to be at Bell Rd. between Richardson and Blue Oaks Dr. to the corner of 1st St. and F Ave.

↑ D-4

DEIR COMMENTS

General

Airport Compatibility Plan Policy 1.5.3 requires ALUC (staff-level or Commission) review of major land use actions for any discretionary development proposal for projects having a floor area of 20,000 SF or greater unless only ministerial action (e.g. a building permit) is required. Each of the proposed buildings in the Government Center Facility Plan appear to be over 20,000 SF.

D-5

Airport Compatibility Plan consistency reviews will be required for each proposed building. Project proposals are referred to PCTPA via the County Planning Department.

D-6

Verify the boundary between Compatibility Zones C2 and D on the project site.

D-7

Noise

If any proposed building 'footprint' is in Compatibility Zone C2, residential and office uses must maintain a Noise Level Reduction of 20 dB outside-to-inside sound level attenuation. Policy 4.1.5 cites 45 dB CNEL as the maximum interior noise level for residential living/sleeping areas and office buildings.

D-8

Safety

If any proposed building 'footprint' is in Compatibility Zone C2, it must be consistent with Airport Compatibility Plan provisions for use intensity, open space, and uses/limitations.

D-9

Airspace Protection

A 160'-high radio communications tower is proposed with the Auburn Justice Center complex. DEIR discussion on page 4-25 should be revised. ALUC review is required for new development (including buildings, antennas, and other structures) having a height more than 150' within Compatibility Zones C2 or D (Policy 1.5.3(a)(8)).

D-10

Policies 4.3.1 and 4.3.2 outline the basis for height limits, restrictions, and potential FAA marking/lighting requirements. Policy 2.3.1 contains the information needed to complete an ALUC evaluation. Policy 2.4.4(e) Special

D-11
↓

Dennis Salter
November 7, 2003
Page 3

Conditions – Other Special Conditions outlines the information/process required to evaluate proposals that are normally incompatible with the Airport Compatibility Plan.

↑ D-11

To date, the ALUC has not reviewed a proposal that would exceed current Airport Compatibility Plan height limits. To facilitate this evaluation, a Federal Aviation Administration (FAA) determination may be required for the ALUC. This determination would be based on a FAA Notice of Proposed Construction or Alteration – Form 7460 – <http://forms.faa.gov>.

D-12

The proposed 160'-high radio communications tower will require an ALUC consistency determination.

D-13

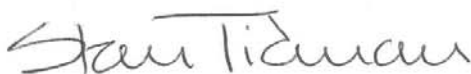
Overflights

A deed notice must be recorded for any parcel with proposed development in Compatibility Zone C2.

D-14

Thank you for the opportunity to comment on the DEIR. Please contact Celia McAdam, Executive Director (823.4030) or me at 823.4033 if you have any questions.

Sincerely,



Stan Tidman
Senior Planner

Copies:

Sandy Hesnard	Caltrans – Division of Aeronautics
City of Auburn	Tom Fossum, Public Works Director/City Engineer Jerry Martin, Airport Manager Will Wong, Community Development Director
Mead & Hunt	Ken Brody

RESPONSES TO COMMENT LETTER D

Submitted by: Stan Tidman
Senior Planner
Placer County Transportation Planning Agency (PCTPA)
Airport Land Use Commission (ALUC)

- D-1.** The commentor describes the PCTPA role as ALUC in Placer County and their mission to ensure development in an airport's influence area is compatible with airport activities. Since no comment on the content of the Draft EIR is made, no response or revision to the Draft EIR is necessary.
- D-2.** The comment describes the content of the Placer County Airport Land Use Compatibility Plan (Airport Compatibility Plan) and does not specifically comment on the Draft EIR. No response or revision to the Draft EIR is necessary.
- D-3.** The comment confirms the Draft EIR identification of the 1.25-mile distance between the Auburn Municipal Airport and DeWitt Center (page 6-33 of the DEIR). Additional references to the distance between the project area and the airport have been added to pages 4-12 and 14-12 of the Draft EIR.
- D-4.** The comment describes the two Airport Compatibility Plan Compatibility Zones that occur within the DeWitt Center property – C2 and D – and their proximity to the DeWitt Government Center Facility Plan development area. The commentor states that the boundary between these two zones appears to occur “between Richardson Drive and Blue Oaks” at Bell Road, and at the intersection of 1st Street and F Avenue. Figure 3A of the Airport Compatibility Plan provides a scaled map of the Compatibility Zones. That map concurs with this comment, and more specifically shows that the boundary of Zone C2 on Bell Road is at the location of East Entrance Drive. The Compatibility Zone boundaries, streets, assessor's parcel lines, and proposed construction areas are indicated in Figure 2-1 of this Final EIR, below.

As shown in Figure 2-1, at the DeWitt Center property northern border, Zone D stretches to within approximately 375 feet of the western border of the property. The proposed construction areas for the Children's Emergency Shelter and Women's Center facilities are outside of the Zone D boundaries, and therefore outside of the designated airport influence area. As discussed in the Response to Comment E-1, the County is pursuing development of those facilities at the environmentally superior alternative site (“Alternative 5 – Onsite Pasture Site”) identified in the Draft EIR. Both the originally proposed and environmentally superior alternative sites are located outside of the Zone D boundaries. Therefore, there is no requirement for ALUC review of the proposed Children's Emergency Shelter and Women's Center facilities.

No specific comments on the content of the Draft EIR are made in this comment; therefore no additional response or revisions to the Draft EIR are necessary.

- D-5.** The comment describes Airport Compatibility Plan policy requiring ALUC review of discretionary land use development proposals having a floor area of 20,000 square feet or greater. This policy is included in the Draft EIR on pages 4-12 and 4-13. The commentor is correct that the proposed Land Development Building and Auburn Justice